

**UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, DC**

Issued by the Department of Transportation on October 1, 2004

**NOTICE OF ACTION TAKEN -- DOCKET OST-2004-18932**

This serves as notice to the public of the action described below, taken by the Department official indicated (no additional confirming order will be issued in this matter).

Joint Application of US Airways, Inc.<sup>1</sup> and British Midland Airways Limited d/b/a bmi filed 8/19/04 for:

**XX** Exemption for US Airways under 49 U.S.C. 40109 to provide the following service:

**Scheduled foreign air transportation of persons, property, and mail between any point or points in the United States, and regional airports in the United Kingdom directly and via intermediate points, and beyond the United Kingdom to any point or points in third countries, and to integrate this authority with US Airways' existing certificate and exemption authority. US Airways further requests any necessary exemption authority (including the right to integrate such authority with its existing certificates and exemptions) in order to engage in code-sharing arrangements with bmi.**

**XX** Statement of authorization for US Airways under CFR Part 212 to:

**Permit US Airways to display the "BD" code of bmi on flights operated by US Airways between (1) points in the United States and regional airports in the United Kingdom, either nonstop or via third-country intermediate points; (2) points in the United States; and (3) Philadelphia, PA; and Charlotte, NC; on the one hand, and London (Gatwick) on the other.<sup>2</sup>**

**XX** Statement of authorization for bmi under 14 CFR Part 212 to:

**Permit bmi to display the "US" code of US Airways on flights operated by bmi between (1) points in the United States and regional airports in the United Kingdom, either nonstop or via third-country intermediate points; (2) points in the United Kingdom; and (3) points in the United Kingdom and points in third countries beyond the United Kingdom, either nonstop or via third-country intermediate points.**

Continental Airlines filed an answer stating that it did not object to the joint application to the extent the carriers seek authority to code share between points in the United States and regional airports in the United Kingdom, between points within the United States or within the United Kingdom, or between points in the United Kingdom and points beyond the United Kingdom. Continental states that it does object to the award of code-share authority to the carriers between points in the United States and London (Gatwick), stating that such an award would be extrabilateral and that the aviation relationship between the United States and the United Kingdom does not support the grant of this portion of the applicants' request.

The Joint Applicants filed a reply, stating that the authority they request to serve London (Gatwick) is in fact fully consistent with the provisions of the U.S.-U.K. Agreement.

Applicant reps: Howard Kass (703) 872-5230 (US Airways), Marshall Sinick (202) 626-6651 (bmi)  
DOT Analysts: Sylvia Moore (202) 366-6519, Thuy Cooper (202) 366-5423

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<sup>1</sup> US Airways also applied on behalf of its affiliated carriers, Piedmont Airlines, Inc.; and PSA Airlines.

<sup>2</sup> See Attachment A for the Routes US Airways and bmi initially propose to serve.

## DISPOSITION

**XX Approved in part; deferred in part (see below)**

The above action with respect to US Airways' exemption authority was effective when taken: **October 1, 2004**, through **October 1, 2006**

The statements of authorization granted were effective when taken: **October 1, 2004**, and will remain in effect indefinitely, subject to the conditions listed below.

**Action taken by: Paul L. Gretch, Director  
Office of International Aviation**

**XX The authority, to the extent granted, is consistent with the aviation agreement between the United States and the United Kingdom.**

Except to the extent exempted or waived, this authority is subject to the terms, conditions, and limitations indicated: **XX US Airways' certificates of public convenience and necessity**

**XX bmi's exemption authority (Notice of Action Taken dated August 14, 2003 in OST-2001-9978)**

**XX Standard exemption conditions (Attachment B)**

**Remarks:** In granting this authority, we are deferring action on the Joint Applicants' request to the extent that it would permit them to code-share on flights to or from London (Gatwick). We are also deferring action on the Joint Applicants' request to code-share on flights to or from Aberdeen, Leeds Bradford, or Toulouse.

**Conditions:** The route integration authority granted is subject to the condition that any service provided under this exemption shall be consistent with all applicable agreements between the United States and the foreign countries involved. Furthermore, (a) nothing in the award of the route integration authority requested should be construed as conferring upon US Airways rights (including fifth-freedom intermediate and/or beyond rights) to serve markets where U.S. carrier entry is limited unless US Airways notifies the Department of its intent to serve such a market and unless and until the Department has completed any necessary carrier selection procedures to determine which carrier(s) should be authorized to exercise such rights; and (b) should there be a request by any carrier to use the limited-entry route rights that are included in US Airways' authority by virtue of the route integration exemption granted here, but that are not then being used by US Airways, the holding of such authority by route integration will not be considered as providing any preference for US Airways in a competitive carrier selection proceeding to determine which carrier(s) should be entitled to use the authority at issue.

The authority granted to serve intermediate and beyond points is limited to countries with which the United States has signed open-skies agreements and/or countries for which the carrier holds authority to serve under certificates or exemptions issued by the Department, and for which it holds route integration authority by virtue of either the present action or other action of the Department.

**The statements of authorization granted are subject to the following conditions:**

- (a) The statements of authorization will remain in effect only as long as (i) US Airways and bmi continue to hold the necessary underlying authority to operate the code-share services at issue, and (ii) the code-share agreement providing for the code-share operations remains in effect.

(b) US Airways and/or bmi must promptly notify the Department (Office of International Aviation) if the code-share agreement providing for the code-share operations is no longer effective or if the carriers decide to cease operating all or a portion of the approved code-share services. Such notices should be filed in Docket OST-20043-18932.<sup>3</sup>

(c) US Airways and/or bmi must notify the Department no later than 30 days before they begin any new code-share service under the code-share services authorized here. Such notice shall identify the market(s) to be served, which carrier will be operating the aircraft in the code-share market added, and the date on which the service will begin. (Such notice should be filed in this Docket.)

(d) The code-sharing conducted under this authority must comply with Part 257 and with any amendments to the Department's regulations concerning code-share arrangements that may be adopted. Notwithstanding any provisions in the contract between the carriers, our approval here is expressly conditioned upon the requirements that the subject foreign air transportation be sold in the name of the carrier holding out such service in the computer reservation systems and elsewhere; that the carrier selling such transportation (*i.e.*, the carrier shown on the ticket) accept responsibility for the entirety of the code-share journey for all obligations established in its contract of carriage with the passenger; and that the passenger liability of the operating carrier be unaffected. Further, the operating carrier shall not permit the code of its U.S. air carrier code-sharing partner to be carried on any flights that enter, depart, or transit the airspace of any area for whose airspace the Federal Aviation Administration has issued a flight prohibition.

(e) The authority to operate to third countries is subject to the condition that any service provided under the statement of authorization shall be consistent with all applicable agreements between the United States and the foreign countries involved. Furthermore, (i) nothing in the award of this blanket statement of authorization should be construed as conferring upon US Airways rights (including code-share, fifth freedom intermediate and/or beyond rights) to serve markets where U.S. carrier entry is limited unless US Airways notifies the Department of its intent to serve such a market and unless and until the Department has completed any necessary carrier selection procedures to determine which carrier(s) should be authorized to exercise such rights;<sup>4</sup> and (ii) should there be a request by any carrier to use the limited-entry route rights that are included in US Airways' authority by virtue of the blanket statement of authorization granted here, but that are not then being used by US Airways, the holding of such authority will not be considered as providing any preference for US Airways in a competitive carrier selection proceeding to determine which carrier(s) should be entitled to use the authority at issue.

(f) The authority granted here is specifically conditioned so that neither US Airways nor bmi shall give any force or effect to any contractual provisions between themselves that are contrary to these conditions.<sup>5</sup>

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On the basis of data officially noticeable under Rule 24(g) of the Department's regulations, we found US Airways qualified to provide the exemption services authorized.

Under authority assigned by the Department in its regulations, 14 CFR Part 385, we found that (1) our action was consistent with Department policy; (2) grant of the authority was consistent with the public interest; and (3) grant of the authority would not constitute a major regulatory action under the Energy, Policy and Conservation Act of 1975. To the extent not granted or deferred, we denied all requests in the referenced Docket. We may amend, modify, or revoke the authority granted in this Notice at any time without hearing at our discretion.

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<sup>3</sup> We expect this notification to be received within 10 days of such non-effectiveness or of such decision.

<sup>4</sup> The notice in paragraph (c) above can be used for this notification.

<sup>5</sup> We note that the code-share arrangement as submitted did not include provisions regarding exclusive dealings between the code-share parties. Should the parties subsequently amend their code-share agreement or any other agreement affecting the code-share services to include a provision relating to an exclusive arrangement between the parties, that amended language must first be submitted for consideration by the Department.

Persons entitled to petition the Department for review of the action set forth in this Notice under the Department's regulations, 14 CFR §385.30, may file their petitions within seven (7) days after the date of issuance of this Notice. This action was effective when taken, and the filing of a petition for review will not alter such effectiveness.

*An electronic version of this document is available on the World Wide Web at:*  
[http://dms.dot.gov/reports/reports\\_aviation.asp](http://dms.dot.gov/reports/reports_aviation.asp)

Proposed Initial Routes

**“US” code on flights operated by bmi**

Manchester to

Aberdeen  
Edinburgh  
Glasgow  
Toulouse

\*Paris to

Leeds Bradford

**“BD” code on flights operated by US Airways**

Philadelphia to

Manchester  
London (Gatwick)  
Glasgow

Charlotte to

London (Gatwick)  
Philadelphia  
Newark

Philadelphia and Charlotte to

Boston  
Southwest Florida Regional  
Pittsburgh  
Raleigh/Durham  
Cleveland  
St. Louis  
Baltimore  
Kansas City

\* With respect to the request for code-sharing on bmi's flights between Paris (CDG) and Leeds/Bradford, U.K., the US Airways' traffic to/from this U.K. destination via Paris will be carried on a blind-sector basis.

## **U.S. Carrier Exemption Conditions**

In the conduct of the operations authorized, the U.S. carrier applicant(s) shall:

- (1) Hold at all times effective operating authority from the government of each country served;
- (2) Comply with applicable requirements concerning oversales contained in 14 CFR 250 (for scheduled operations, if authorized);
- (3) Comply with the requirements for reporting data contained in 14 CFR 241;
- (4) Comply with requirements for minimum insurance coverage, and for certifying that coverage to the Department, contained in 14 CFR 205;
- (5) Except as specifically exempted or otherwise provided for in a Department Order, comply with the requirements of 14 CFR 203, concerning waiver of Warsaw Convention liability limits and defenses;
- (6) Comply with all applicable requirements of the Federal Aviation Administration and with all applicable U.S. Government requirements concerning security, including, but not limited to, 49 CFR Part 1544. To assure compliance with all applicable U.S. Government requirements concerning security, the holder shall, before commencing any new service (including charter flights) to or from a foreign airport, contact its International Principal Security Inspector (IPSI) to advise the IPSI of its plans and to find out whether the Transportation Security Administration has determined that security is adequate to allow such airport(s) to be served; and
- (7) Comply with such other reasonable terms, conditions, and limitations required by the public interest as may be prescribed by the Department of Transportation, with all applicable orders and regulations of other U.S. agencies and courts, and with all applicable laws of the United States.

The authority granted shall be effective only during the period when the holder is in compliance with the conditions imposed above.